

## FLIGHT OF A COMET

Its Wild Race Through Space and the Speed It Attains.

### CRASHING INTO THE EARTH.

What the Result Would Be if One of These Light but Massive Wanderers of the Sky Were to Swing into a Head-on Collision With Our Planet.

A large part of the fear that great comets have always inspired is due to an instinctive dread of their tremendous power for evil. They look like besoms of destruction, and those who know nothing about astronomy accept them at their apparent face value.

And, in truth, if they could come within hitting distance of the earth they would do an enormous amount of damage, and some of them might be capable of putting the earth temporarily out of commission as an inhabited globe.

The terror that was aroused in many quarters by Halley's comet in 1910 is sure to recur on the appearance of any new comet, so that it is worth while to consider what an evilly disposed comet could do to the earth if it got a chance.

There are two ways in which a comet could cause damage to the earth—first, by running straight into it with 15,000 times the velocity of an express train and, second, by infecting the atmosphere with the poisonous or stifling gases contained in its tail.

Let us consider the first case of a comet shock.

Two things have to be taken into account—namely, the velocity and the weight of the colliding comet, considered as a gigantic projectile shot against the earth as a target.

Comets are very deceptive in regard to weight or mass. They are enormously large, but relatively very light. The comet that appeared in 1861 first grazed the sun and then swept the earth with its tail.

Halley's comet also occupied vastly more space than the earth, but a careful estimate has shown that it probably did not weigh more than 30,000,000 tons, which is much less than the weight of the material excavated to make the Panama canal.

It might be thought, then, that the earth is in no more danger from such a comet than a battleship is from a boy's bean shooter. But now the velocity begins to come into play. The speed of a comet at the earth's distance from the sun would be about twenty-six miles per second.

A mass of 30,000,000 tons shooting through space at a velocity of twenty-six miles per second would develop in round numbers about twenty quintillion foot pounds of energy, equivalent to the development in one second of thirty-six thousand million million horsepower.

Where the comet struck everything—rock, soil, vegetation—would be melted, vitrified and even vaporized in an instant, for all this tremendous energy would be turned into heat through the sudden and complete arrest of the swift motion of the comet. The two quintillions of "absolute units of energy" developed by the stopping of the comet would furnish enough heat to liquefy more than a million million tons of solid iron!

The result would be a very big and a very deep hole in the earth. Thousands of square miles would be more or less directly affected by the terrific impact, for the shock would be greater than that of the mightiest earthquake, and perhaps buildings would tumble into ruin and mountains would shake off their fringes of rock in all parts of the globe, while the sea would hurl itself in whelming tidal waves upon every coast and drown all the low lying islands.

The atmospheric disturbances would also be enormous. The sudden development of great heat at the point of collision would unbalance the air currents and destructive and capricious winds would blow to and fro over the earth.

We have only a little space left to consider the effects of a collision between the earth and the tail of a comet. This is something that has actually occurred two or three times within a century. As already said, the comet of 1861 enveloped the earth with the spreading end of its tail for a few hours, and in 1910 Halley's comet brushed its tail over the earth, but apparently the electric repulsion developed prevented the gases of the tail from entering the atmosphere. It is possible that in every case this would occur, so that electricity may be our effective guardian against deleterious substances that might otherwise be introduced into the atmosphere from the switching tails of close passing comets.—Garret P. Serviss in Spokane Spokesman-Review.

**Destroying Equilibrium.**  
"That former enemy of yours is paying you a great many compliments."  
"Yes," replied Senator Sorghum, "and I wish he'd quit it. One of the easiest ways to throw a man down is to swell his head until he gets top heavy."—Washington Star.

**Taking Him Down.**  
Brown (very proud of his firstborn)—Ah, even now my wife says he is just like me in many of his little ways! Smith (gravely)—I hope she corrects him for it.

Love, hope, fear, faith—these make humanity, these are its sign and note and character.—Browning.

## RAILROAD RULES, 1852

INTERESTING REMINDER OF EARLY DAYS OF TRAVEL.

Instructions for Engineers and Conductors Appear Laugable in These Days When the Science of Railroading Has Been Perfected.

A most interesting exhibit of the early days of railroading in this country has been found.

It is a schedule for passenger trains and rules for the conduct of engineers and conductors on the Western & Atlantic, which was at the time and still is owned by the state of Georgia. The time table is dated March 1, 1852, and was issued by William Wadley, superintendent, father of George D. Wadley, the latter for many years manager of the Central Railroad of Georgia.

In the rules for engineers and conductors are many which seem quaint in this age of colossal railroading. Of course the road had only one track, and rule 14 for passenger conductors shows that there must have been some dispute when trains met as to which train had the right to keep on its way uninterrupted. This rule says:

"As a general rule when trains meet between stations the train nearest the turnout will run back. Any dispute as to which train is to retire is to be determined at once by the conductors, without interference on the part of the engineers. This rule is required to be varied in favor of the heaviest loaded engine, or worst grades if they meet near the center."

Rule 7 gives the conductor directions for reporting on the number of passengers who are paying and the number of ministers of the gospel who were to be charged half price when on business connected with their calling. The same rule indicated that the governor of the state and the general superintendent of the road were the only individuals who had a right to give passes.

The conductor was ordered to inspect the running gear of his train at every station and, in rule 13, was admonished never to leave Atlanta or Chattanooga without the mail or without first sending to the postoffice for it. Rule 17 says that a train stopping at any station at night must invariably be run on the turnout so as to leave the main track clear, and that strict watch had to be kept in all cases where a train stopped at night.

In the regulations for passenger engineers there are a number which seem almost humorous in this period of railroad management. For instance, the engineer was instructed that if his train killed any stock and threw the cow or cows in such a position as to endanger the safety of the next train he was to stop his train and see that the track was cleared.

Passenger trains were not to exceed the speed of their schedule except when behind time, in which case the speed might be increased three miles an hour generally. In passing turnouts (the turnout evidently was the switching track) the speed had to be diminished to six miles an hour.—Railway Age-Gazette.

### Acute Indigestion.

"I was annoyed for over a year by attacks of acute indigestion, followed by constipation," writes Mrs. M. J. Gallagher, Geneva, N. Y. "I tried everything that was recommended to me for this complaint, but nothing did me much good until about four months ago I saw Chamberlain's Tablets advertised and procured a bottle of them from our druggist. I soon realized that I had gotten the right thing for they helped me at once. Since taking two bottles of them I can eat heartily without any bad effects." Sold by all dealers.

### Mountain Railroad.

One of the most remarkable railroads in the world is to be built in France, to run up the Aiguille du Midi, which rises abruptly to a height of 12,608 feet. The object of the undertaking will be to show the unmatched glories of Mont Blanc and its chain of peaks and glaciers. Instead of running on solid ground, however, like most of the Swiss mountain railroads, it is to go through the air on pylons and cables, swinging from peak to peak, far above the eternal snows and glaciers. The starting station of the line is situated down in the Valley of Chamoni.

For any itchininess of the skin, for skin rashes, chaps, pimples, etc., try Doan's Ointment. 30c at all drug stores.

### Non-Magnetic Rails.

According to our contemporary, the Engineer, in order to accommodate the increasing use of track and signaling circuits on railroads, with the necessity for bonding joints, points and crossings, and separating rail sections to form the desired electric circuits, it is proposed by a German engineer to use non-magnetic rails. The non-magnetic track rails are made of nickel steel containing about 18 to 20 per cent. of nickel, and they are inserted at desired points in the ordinary magnetic track for controlling signals, brakes, etc., from the vehicles. For light railroads, the whole of the track may be formed from these rails, which do not affect the action of the weak electric current used in controlling the railroad.—Scientific American.

## Governors' Day at the State Fair



NOTABLE visitors "snapped" while enjoying date dedicated to the chief executives of Kentucky and Indiana at the Kentucky State Fair in 1913. In the foreground are Governor James B. McCreary of Kentucky, Governor Ralston of Indiana, Adam Heimberger, chairman of Indiana day; ex-Mayor W. O. Head of Louisville and H. M. Froman, member of state board of agriculture. Thursday, Sept. 17, has been designated as Governors' Day and Indiana Day for the twelfth annual Kentucky State Fair to be held Sept. 14-19 of this year.

### BABIES' WAYS AND NEEDS AS EXPLAINED BY EXPERTS.

Interesting and Practical Excerpts From Health Department Bulletin.

There is a reason for everything the baby does, the New York health department will tell you. If he lifts his large toe, or looks cross eyed at a fly on the outside of the screen, or crooks his left index finger, or makes a sound like a drowning cat, this has real significance. And if he wags his right ear, similes his lips and plaits his skin like the folds of an accordion, that means the 12 o'clock whistle should blow for lunch.

Suppose you asked Dr. Sarah J. Baker, head of the division of child hygiene, what you would do if you had a baby on your hands three days before the wheels of age and whose mother had just been delivered.

"The formula for feeding a baby at that age is milk one tablespoonful and barley water three tablespoonfuls. Feed the baby two tablespoonfuls at first and increase until full amount, two ounces, is given at the end of two weeks. The baby should be fed every two hours. If the child is three to six months, three ounces of milk and three ounces of barley water. Feed every three hours. Give only six feedings in twenty-four hours. Two tablespoonfuls make an ounce. From six to nine months, milk six ounces, barley water three ounces. Feed every four hours, last at 10 o'clock.

Ten bottle babies to one of the naturally fed infants die every year. Babies should be nursed by mothers, particularly during hot weather. Here are some of the other cautions: Nurse the baby regularly, never oftener than every two hours during the day and four hours during the night. Do not nurse every time it cries. Give it only good milk, prepared exactly as the doctor directs. Keep the milk always cold and covered.

The baby feels the heat more than you do. In hot weather remove most of its clothing. A loose cotton shirt and napkin are enough on hot days. Wash the baby whenever other changes are made. In hot weather give it a cool sponge bath several times a day. Give it plenty of clean, cool, boiled water to drink. If the baby vomits stop all feeding and give cool, boiled water. Send for your doctor at once.

### Diarrhoea Quickly Cured.

"My attention was first called to Chamberlain's Colic, Cholera and Diarrhoea Remedy as much as twelve years ago. At that time I was seriously ill with summer complaint. One dose of this remedy checked the trouble," writes Mrs. C. W. Florence, Rockfield, Ind. For sale by all dealers.

### Billiards Extraordinary.

Harris Merton Lyon, the author, has a number of gross and earthy friends. He says that the other day two of them began to play billiards. As drouth overtook them they took the necessary steps. Toward evening one of them closed one eye and looked at the clock. Then he left to telephone his wife. The other remained stolidly to pursue the balls about the table. After 15 minutes the first returned.

"How—hic—many you made?" he asked.

"Ain' made none," said the other, drowsily.

"What?" demanded the first friend.

"You been shootin' all this time and ain' made none?"

"Yeah," said the other, with some irritation. "I ain' made none. An' lemme tell you, I been shootin' for you, too, and you ain' made none either!"

Now is the time to subscribe

### HARNED.

Messrs. Deck Pate and Arch Weatherford attended the Breckinridge Baptist Association at Bewleyville last Thursday.

Mrs. Dick Pate has gone to Owensboro to visit her brother. On her return she will stop off at Dundee for a visit to another brother.

Mrs. Frank May has gone to Olaton for a visit to her parents, Mr. and Mrs. J. P. Wilson.

Miss Eva Fay has returned to her home in St. Louis after a visit to Mr. and Mrs. C. Smith and other relatives.

Mr. and Mrs. Walter Hawkins have gone to Louisville. Mr. Hawkins will take a business course.

Mrs. Tom Gregory resigned as president of the Woman's Missionary Society. Mrs. Dick Pate was elected to the vacancy.

Mrs. Percy Macey spent last week at West View with her father, Mr. Robert Norton who is dangerously ill.

Miss Emma Gray, who is teaching at Madrid, has been with her parents, Mr. and Mrs. B. E. Gray for two weeks. Miss Gray is under the treatment of a doctor.

Miss Ella Smith has returned to her home in Cloverport after a visit to Mr. and Mrs. W. D. Smith and other friends.

Mr. and Mrs. Frank Compton have moved into their new home on Railroad street.

Will Moore and Miss Glasscock, of Fisher, were in town last week.

Miss Ruth Chambliss, who is teaching at Mook, passed through town last Friday evening for her home to attend the institute.

Rev. J. Duggins is holding a meeting at Constantine.

E. E. Hargrader, representing Peters Shoe Co., was in town Friday with a full line of shoes.

G. L. Medler has returned to his home in Kingswood after a visit to his children in Illinois.

Mr. and Mrs. Sherdie Basham and baby have returned to their home near Leitchfield.

Miss Francis Goodman, of West View, has been the guest of Mrs. V. G. Goodman.

Mr. and Mrs. V. G. Goodman and son Owen have been the guests of Mr. and Mrs. P. M. Tucker, at Racine.

Rev. Bandy, of Kingswood, left for Wolf Creek to hold a meeting.

A meeting of the Farmers Union was held here last week.

Feel languid, weak, run down? Headache? Stomach "off"? A good remedy is Burdock Blood Bitters. Ask your druggist. Price \$1.

### Plan Novel Punishment.

Sydney, N. S. W.—Criminologists in Australia are greatly interested in the experiment of Judge Eagleson of the Melbourne county court in prescribing a novel form of punishment for men whose offenses are due to drink. A young man who pleaded guilty to embezzlement was allowed his freedom on condition that he should make good within two months the amount stolen and should abstain from drinking intoxicants and gambling "during the rest of his natural life." The slightest infraction would render him liable to a ten months' sentence. A laborer, found guilty of assault, was released under similar conditions.

Want ads are sure winners

### WAKES UP THE LIVER.

Liv-Ver-Lax puts the liver in tone to perform its proper functions, giving new life, new vigor and strength to the entire system. Read what a prominent Texas farmer writes of Liv-Ver-Lax:

April 7, 1914.

"I take pleasure in saying for publication that by the use of Liv-Ver-Lax I have been cured of a disease which is correctly described by the recognized symptoms of Biliousness, Stomach and Liver Trouble, Constipation and resulting complications and commend its use to all like sufferers. J. H. Brewer."

A harmless vegetable compound, guaranteed to relieve all liver troubles; wonderful, quick and happy in results, having no nauseating, weakening effects like calomel. Sold in 50c and \$1 bottles. Buy from druggists or from Lebanon Co. Operative Medicine Company, Lebanon, Tenn.—Kincheley's Pharmacy.

### Wartime Wit.

"Throughout the siege of Paris," says Ernest A. Vizetelly in his book, "My Days of Adventure," "the so called mot pour rire was never lost sight of." Thus:

"When horseflesh became more or less our daily provender many Parisian bourgeois found their health failing. 'What is the matter, my dearest?' Mme. du Bois du Pont inquired of her husband when he had collapsed one evening after dinner. 'Oh, it is nothing, mon amie,' he replied, 'but I used to think myself a better horseman!'"

Then there was the soldier whose age was conveniently elastic.

"When Trochu issued a decree incorporating all national guards under forty-five years of age in the marching battalions for duty outside the city one of these guards on being asked how old he was replied, 'Six and forty.' 'How is that?' he was asked. 'A few weeks ago you told everybody that you were only thirty-six.' 'Quite true,' rejoined the other, 'but what with rampart duty, demonstrating at the Hotel de Ville, short rations and the cold weather, I feel quite ten years older than I formerly did.'"

### Invigorating to the Pale and Sickly

The Old Standard general strengthening tonic, GROVE'S FASTEST-CHILL TONIC, drives out Malaria, enriches the blood and builds up the system. A true tonic. For adults and children. 50c

### BRITISH LINES MAKE ADVANCE

Important and Costly Changes Which Will Add Greatly to Their Present Efficiency.

It has been decided to banish "dead" buffer wagons from British railroads. "Dead" buffers are a survival of the early railroad days.

Their absolute rigidity, which is said to have helped to shorten the life of a wagon through shunting operations, has been the cause of their undoing, and they are to be superseded by spring buffers, which for some years have been rapidly finding favor with all companies. Goods in transit are not as liable to be damaged where these are in use and in addition there is an added lease of life to the wagons. The change is the outcome of regulations made by the railway clearing house authorities, and it is expected that no fewer than about 50,000 "dead" buffer trucks will be banished.—London Tit-Bits.

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### This is a Sort of "Flagg Number"

Look at the cover for our September issue, which goes to you under separate wrapper—it's by Flagg.

Look at the frontispiece—it's by Flagg.

Look at the illustrations for Edna Ferber's story—they are by Flagg.

Look at the "I Should Say So" pages—they are always by Flagg.

We don't have as much Flagg as this every month, but he is in every number.

There isn't anybody in the illustrating or comic writing game nowadays to compare in popularity with James Montgomery Flagg—aged 37—one of the few artists on earth who makes enough money out of his profession to ride around New York City in a limousine.

The American Magazine for September



### Hotel Henry Watterson

LOUISVILLE, KY.  
The South's most popular priced, modern hotel. Absolutely fire-proof, situated in the very heart of the retail shopping district and near all the theatres.  
Finest Cafe in Louisville, with moderate prices.  
Club Breakfast from 25c up; noon day Lunch 50c; table d'hote Dinner, 6 to 8 p. m. \$1.00. Also elaborate a la carte service in Restaurant.  
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### ROOM PRICES

With running water and private toilet \$1 per day  
With private bath \$1.50  
up to \$3.00 per day  
Large sample rooms with private bath \$2.50 to \$3.50 per day.

You are cordially invited to make this hotel your headquarters while in Louisville, even if only for a day. Write your mail and packages addressed here. You will always be a welcome guest.  
ROBERT S. JONES, Manager.

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